

Today's Advertisements.

IN THE SUPREME COURT OF
HONGKONG.

IN THE MATTER OF THE ESTATE OF LO MAN
ON alias LO SIN, LATE OF VICTORIA, IN
THE COLONY OF HONGKONG, TRADER,
DECEASED.

NOTICE is hereby given that His Honour
W. MARSH GOODMAN, Acting Chief
Justice, having, by virtue of Section 3 of Ordinance
of 1870, made an Order limiting to the
3rd October, 1895, the time for sending in Claims
against the said Estate.

All Creditors are hereby required to send in
their Claims to the Undersigned before the said
date.

Dated the 31st August, 1895.
C. F. A. SANGSTER,
Acting Registrar
and Official Administrator.

MOUNT AUSTIN HOTEL.

ON

SATURDAY, the 31st AUGUST.

By kind permission of Lieut. COL. BARROW
and OFFICERS, the BAND of the HONGKONG
REGIMENT will play during DINNER and
afterwards in the Grounds of the Hotel.

THE TABLE D'HOTE DINNER

Is Served in the Grand Dining Room
at 8.00 P.M.

Arrangements can be made for Dinner Parties
in Private Rooms. Table or Seats can
be reserved for the Table d'Hote and Wines
to Order.

MOUNT AUSTIN HOTEL.

Hongkong, 26th August, 1895. [1845]

LOST.

ON Sunday Evening near the TRAMWAY
TERMINUS at ST. JOHN'S PLACE, a
BLACK FAN. The finder will oblige by
returning same to the

PEAK HOTEL.

Hongkong, 26th August, 1895. [1152]

TO LET.

THE RETREAT, CASTLE ROAD.
Apply to

LINSTEAD & DAVIS.

Hongkong, 26th August, 1895. [1154]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"CHELYDRA"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods, will be delivered from alongside.

"CHELYDRA" will, on the 28th instant, will
be landed at Consignees' risk and expense into
Godown at East Point.

No Fire Insurance will be effected.

Bill of Lading will be countersigned by

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 26th August, 1895. [1153]

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

will be despatched for the

above Ports TO-MORROW, the 27th instant,

at Daylight.

For Freight or Passage, apply to

DOUGLAS LARLAIR & Co.,

General Managers.

Hongkong, 26th August, 1895. [1149]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR PORT DARWIN, QUEENSLAND

PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"WHAMPOA,"

will be despatched on WED-

NESDAY, the 28th instant, at Daylight.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 26th August, 1895. [1086]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR SINGAPORE, BATAVIA, SAMARANG

AND SOERABAYA.

THE Steamship

"HUPEH,"

will be despatched on WED-

NESDAY, the 28th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 26th August, 1895. [1142]

FOR CEBU (DIRECT).

THE Steamship

"CONTINENTAL,"

will be despatched on WEDNESDAY, the 28th

instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 26th August, 1895. [1155]

OCEAN STEAMSHIP COMPANY,

LIMITED.

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

"NESTOR,"

will be despatched on THURS-

DAY, the 30th instant.

Rate of Freight on Matting and General Cargo

25/- per ton of 40 cubic feet.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 26th August, 1895. [1004]

BROWN, JONES & CO.

DEALERS IN

ITALIAN AND AMERICAN MARBLE AND

HONGKONG GRANITE CEMETERY

MEMORIALS.

LETTERS CUT AND FILLED WITH IMPERMEABLE

LEAD CEMENT.

Intimations.

**DAKIN, CRUICKSHANK &
COMPANY LIMITED,
VICTORIA DISPENSARY,
HONGKONG.**

AERATED WATERS.

**SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.**

DAKIN, CRUICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MIXERS and
other Large Consumers.

Any complaints should be addressed to the
Manager.

Hongkong, 3rd May, 1895. [17]

**A. S. WATSON & CO.,
LIMITED.**

**VEGETABLE AND FLOWER
SEEDS.**

SEASON 1895-96.

Our First Supplies of these best Quality
Seeds have arrived, and Orders will be executed
in the sequence in which they are received as
long as the supply lasts.

SEED LISTS

with
HINTS FOR GARDENING

have been issued and can be obtained on
application.

Our Seeds are all tested before being put up
in LONDON.

They are packed under our own Supervision,
and the greatest care is exercised to insure
protection in transit.

Sowings should be made in FINE WEATHER
ONLY, and the remainder of the packets secured
from damp, and kept in a dry place for repeat
sowings.

CLAYS FERTILIZER.

A high-class Fertilizer for Pot Plants and for
use in the Garden.

It supplies natural nourishment to the soil,
and assists the process of assimilation, thereby
aiding the Plants to attain to their full size,
vigour and beauty.

Sold in Tins containing 10 lbs. each.....\$1.75.
25 lbs. \$3.50.

Directions for use are given on the Label.

RANDELL'S "NEW PARIS" LAWN MOWERS.

The Best and Cheapest Machines in the Market.
For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 19th August, 1895. [15]

BIRTHS.

At 29, Bluff, Yokohama, on the 15th August
the wife of F. G. WOODRUFF, of a daughter.

On the 10th August, at No. 10, Soochow Road,
Shanghai, the wife of E. C. PEARCE, of a son.

MARRIAGE.

On the 23rd July, at St. Paul's Church, Brent-
ford, by the Rev. H. F. Nixon, Vicar, assisted
by the Rev. P. B. Drabble, of Holy Trinity
Twickenham, THOMAS BROWN, of Shanghai, to
KATHERINE MAUD, fifth and youngest daughter
of Charles J. Cross, J. P. No cards.

DEATHS.

At Old Charlton, Kent, on the 21st July,
EMILY, the beloved wife of Capt. W. C. Woollett,
A.F.D. (late 27th Infantry Regt.), and
older daughter of Mr. and Mrs. P. Grimble,
Hongkong. Aged 82 years.

At No. 70, Bluff, Yokohama, on the 14th Aug-
ust, after a lingering illness, FARRER, the beloved
wife of J. H. Brooke, in her 66th year; deeply
regretted.

The Hongkong Telegraph

HONGKONG, MONDAY, AUGUST 26, 1895.

NOTES AND COMMENTS.

We publish in another column a letter
addressed by Mr. EDWARD S. LITTLE, a
British merchant carrying on business at
Kucheng, to the Editor of the *Kobe Chronicle*
in which the writer draws attention
to the fact that the Kobe paper was
guilty of a grave error in attributing the
recent Szechuen and Fuhkien outrages to a
general anti-missionary movement in
China, and in reasonably moderate and
feeling language he points out that while the
missionaries are usually the chief sufferers,
owing to there being more of them in the
interior of China than of any other section
of the foreign communities of the Far East,
yet merchants, Consuls and others have
also suffered at the hands of Chinese rioters
and foreign-haters, and that, too, even as
recently as 1891, and he also points out
that, as far as the Mandarinate is concerned
it has accepted Buddhism and Taoism
freely enough, that about Christianity it
has little or no thought or fear, but that
"foreignism" is a thing with which it
detests having anything to do and which it
is determined, if possible, to efface from the
sacred soil of the Celestial Empire. Mr.

Little, in dealing with this subject, speaks
whereof he knows not little but much, and
we have no hesitation whatever about
commending his interesting letter to all
who take a real and not merely a superfi-
cial interest in the questions now at
issue between the Chinese and foreign
powers.

As far as the recent anti-foreign out-
rages in Szechuen and Fuhkien are con-
cerned, it appears from the *North China
Daily News* of the 21st instant that the
British and American Ministers have
succeeded so far in effecting the
following arrangements with the Taungli
Yamen:—Their demand for the death
penalty has been practically granted;
they have succeeded in getting the
degraded ex-Viceroy Liu ordered back
to Chengtu; they have been promised
that the Chief of Police at Chengtu,
Chou, shall be degraded; they have
succeeded in getting the Taotai Li
retained at Chungking a step which has
greatly restored the confidence of foreign-
ers there; they have had patrols of
soldiers who are supposed to be reliable
established at Chungking, and they have
had a strong Imperial decree issued of
which they themselves approved before it
was published. They also arranged for
Commissions to Chengtu and Kucheng,
which they undoubtedly believed would
not turn out failures. As regards Colonel
Denby, it appears he has no power to send
a commission, his power being limited to
laying the facts before the Department of
State. And now, of course, we wait
anxiously to see how the Home Govern-
ments are going to take the rebuff offered
to the Consuls by the officials at Kucheng,
and meanwhile the "hitch" having been got
over the Commission prosecutes inquiries
with the utmost alacrity possible under
what are, doubtless, rather adverse
circumstances.

(Special to Hongkong Telegraph.)

TELEGRAM.

THE
KUCHENG COMMISSION.

THE FOREIGN CONSULS GAIN
THEIR POINT.

THE COMMISSION NOW AT WORK.

Foochow, August 25th.

The Chinese Government having at
last forwarded peremptory orders to the
Viceroy of Fuhkien in reference to his
refusal to allow the British and American
Consuls and their *attaches* (Messrs. E. L.
B. Allen, the Reverends Banister and
Starr, Dr. Gregory and Lieut. Evans)
to be present at and take an active part
in the examination of persons charged
with complicity in the recent massacre of
British missionaries at Kucheng, the
Commission is, therefore, now sitting. Every-
thing appears to be working as smoothly
at Kucheng as could be expected under the
circumstances.

(From Japanese Papers.)

TELEGRAMS.

THE FLOODS IN JAPAN.

Gifu, August 14th.

As a result of the disastrous flood no fewer
than 20,771 persons in this prefecture have had
to be assisted by the local authorities.

CHOLERA ON BOARD THE "BAIKAL."

NAGASAKI, August 18th.

The Russian steamer *Baikal*, which left Choshiro
for Vladivostok with 300 Chinese passengers,
has put in here with 80 cases of cholera on board.

THE WAR IN FORMOSA.

TOKIO, August 15th.

Dispatches have been received from Governor-
General Katsuyama, dated Taipei, the 14th inst.,
containing news of further operations in Formosa.
Several engagements have taken place, in each
of which the insurgents were routed and de-
stroyed. The Japanese side amount to
officers and men killed or wounded. The main
body of the insurgents has retreated towards
Taiwan. Further operations are imminent.

QUARANTINE AGAINST JAPANESE PORTS.

TOKIO, August 16th.

In consequence of the cholera epidemic, the
Russian Government has declared the treaty
ports of Japan infected, and the quarantine
regulations will be enforced at Russian Siberian
ports against vessels arriving from Japan.

COLLISION AT MOJI.

BAKAM, August 15th.

The chartered transport *Shibata-maru* arrived
at Moji this morning with some 700 soldiers on
board, and was about to anchor when she
came into collision with the British steamer
Quintessence (7). The latter was damaged at the
stem on the port side and is now landing her
cargo. The *Shibata-maru* received no damage.

(Special to *Stam Observer*.)

THE CHINESE GOVERNMENT DISLOCATED.

LONDON, August 14th.

The *Times* states that the Chinese Govern-
ment is quite helpless in face of the prevailing
confusion, and is incapable of any decisive
action.

FRANCE AND CHINA.

CHINA CITES WHAT BELONGS TO ENGLAND.

LONDON, August 14th.

The treaty between France and China forms
only an agreement with respect to certain rec-
tifications of the frontier of Keng-Hung, and does
not provide for the cession of the whole of
Keng-Hung province. However, the portion
handed over to France is so considerable that it
practically annuls the Convention of 1894 by
which England handed the province over to
China with a proviso as to its reversion.

TYPHOON WARNING.

Señor José de Navarro, Spanish Consul at
this port, has courteously favoured us with a
copy of the following telegram received from the
Mandarin Observatory:—

"There seems to be a fresh depression
towards the N.W. of Luzon."

The Hongkong Observatory officials report
that the depression lately lying near Nagasaki

has moved northward into the sea of Japan."
Well and good so far, but what about the
"new depression" reported by the Manila
Observatory officials to be N.W. of Luzon
yesterday forenoon?

At 4 p.m. to-day the barometer had fallen to
29.65.

LOCAL AND GENERAL.

The epidemic of cholera is steadily increasing
in Kobe and Hyogo, 46 new cases and 27 deaths
being reported on the 17th.

FOUR thousand dollars are to be paid for the
recent destruction of foreign and native Chris-
tians' property near Wenchow.

BOMBARDIER WARD, Company No. 35, Royal
Artillery, died last night and was buried at
Happy Valley this morning with the usual
military honours.

DR. FRANCIS B. CLARK, hon. sec. Public Medicine
section of the British Medical Association, is
reported by a home paper to have been appointed
Medical Officer of Health at this port.

THE patient suffering from plague, who was
admitted into the Kennedy Town Hospital on
the 21st inst., died early on Sunday morning.

Another case from an unknown locality was
admitted on Saturday night and died the
following day.

THE important nature of some portions of our
Amoy correspondence necessitates further con-
sideration and investigation and is therefore
held over till to-morrow, when it will be allotted
a prominent place in these columns. In this
issue will be found a verbatim report of the
"Soochow" inquiry and a long and most inter-
esting letter addressed by the China Association
to the Marquis of Salisbury.

It is announced at Peking that H.E. Yuan Shih-
k'ai, ex-Chinese Resident at Seoul, has so won
the good opinion of Prince Kung that he has
been appointed. Chief Secretary to the Grand
Council on War Affairs, of which the Prince is
President. Further reports state that the
expectant Prefect and ex-Secretary to the Secu-
rity, Mr. Tong Shao-yi will be appointed to
take his former chief's place at Seoul.

At the Magistracy to-day John Allan, ship's
"boy" on the American clipper *Ludahs*, was
charged at the instance of Capt. Johnson for
stealing 4 tons of kerosene oil and £10 worth of
ship's stores on the high seas. The prisoner
pleaded guilty and was sentenced to three
months' imprisonment with hard labour. He
can only "lift" shot now, and instead of making
away with all he is working for all he is worth
at cell-cleaning and oakum-picking.

At the Supreme Court to-day, before Sir
Fielding Clarke and Mr. Justice Wile, 11 Fu-
was tried on a charge of kidnapping and
sentenced by the Magistrate, was ordered
to be released, their Lordships holding that the
evidence of the girl as to actual sale was un-
satisfactory.

Mr. J. G. Holmes, appeared for Li Fu, the
appellant, and the Hon. W. M. Goodman
(Attorney General) instructed by Mr. G. C. C.
Mester, was for Chung Chau, the respondent.

In the course of a caustic article on the Kucheng
Atrocities the *Rangoon Gazette* says:—"For the
Government of a country like China, supposed
to be possessed of the largest population in the
world, to be so utterly rotten and feeble as it has
shown itself to be, is a lamentable and humiliat-
ing spectacle. We fear it will yet have to sup-
ply its full cup of humiliation and misfortune before
it arrives at a proper realization of its situation,
and of its eminent need for reforms in every
direction."

WANG CHIH-CHUN, the Special Ambassador to
Russia last year, who was shot in the left arm
by a would-be assassin while driving in a car-
riage at Saigon on his way back to China and
who asked for and obtained from the Throne
one month's leave of absence to heal his wound
in Shanghai, had progressed so far as to be able
to start for Peking on the 21st. It is now, says
the *N. C. Daily News*, alleged that Wang was
fired at by one of three Japanese passengers who
accompanied him to Saigon, and who are pre-
sented to have been *sent* disgusted at the
retrocession of the Liaoning Peninsula to China,
an event which they attributed to the mission of
Wang to Russia.

H.M.S. *Pique*, reported in these columns some
time ago as coming out to relieve the *Leander*,
arrived yesterday morning from Plymouth,
which port she left about 3 months ago, staying
2 months on route at Jeddah. She is a sister-
ship to the *Rainbow*, was built in Farrow, was

who settle the "cases" most blandly with Foreign Ministers. It is the Chinese Mandarins that need to be taken in hand, and that with as little delay as possible. Some of us have long foreseen these disasters as inevitable unless foreign Governments took strong action. Every day of delay adds to the danger, and it is not too much to say we are in China on the very eve of a scene of tragedies comparable only to the Indian mutiny of 1857.

It behoves us all as foreigners to stand in this hour of danger shoulder to shoulder and beat down this common foe. These foreigners who represent the outbreaks as a popular demonstration against missionaries are doing the very work which the officials who are heading this anti-foreign movement would be pleased to see them do.

EDWARD S. LITTLE,
of Kiocking, China.
Arima, Japan, August 14th, 1895.

HUNAN TO BE OPENED.

ANOTHER TRIUMPH FOR FRENCH DIPLOMACY!

There is, says the *China Gazette* of the 20th instant, no longer any need for our French friends concealing the very important enterprise which they have on hand in the centre of China, which means nothing more or less than the opening up of the most conservative and anti-foreign province in China—Hunan. We have several times lately mentioned the mysterious mission of the gunboat *Zulin* in the Yangtze, and a few days ago we reported that her destination was the Tungting Lake. We now learn from a reliable informant at Hankow, that in addition to the extra officers and crew the *Zulin* has on board M. Emil Rocher, who is to be the chief of the French Commercial Mission now being organised to exploit China by the united French Chambers of Commerce. M. Rocher was formerly Commissioner of Customs in the I.M. Chinese Service, which he afterwards left for that of his own country in Tongking. He has travelled extensively in Southern China, and is the author of the standard work on Yunnan "La Province Chinoise du Yunnan." M. Rocher's present mission is, we understand, to advise the French Government as to the best point in the Tungting Lake for the establishment of a Treaty Port. Opinion is said to be divided between Changchou, Changsha and Yochow-fu. So far, we understand, nothing definite as to the exact site has been settled, through diplomatic channels. The opening of Hunan to foreign trade would be the greatest triumph for French diplomacy and the cause of progress generally in China, while Changteh and Yochow are both greater places commercially than the capital. But we must wait further information. We believe, however, that the opening of a Port in Hunan is one of the conditions of the new Franco-Chinese Treaty, which is as yet a sealed book to British diplomats and like everything else not understood awakes suspicion and vague fears, where the document is published, there will be found to be no cause for such fears. The opening of Hunan by any nation will be an immense gain to all foreign interests in China, as it will strike at the very heart of the anti-foreign devil, and tend to enlighten the natives of the most ignorant and prejudiced provinces as to the true object of the mission of the Occidental in China. A few years back a great fuss was made about a projected visit to the shores of Hunan by a British man-of-war with Consul Sir Gardner "eventuated" as the Americans say to have been a nasty job for British diplomacy to have to work which it failed so miserably to carry out after openly talking about it, quietly accomplished without any flourish of trumpets by the French. But British diplomacy is a thing of the past, like British prestige, in China.

THE CHINA ASSOCIATION ON FISCAL REFORMS IN CHINA.

The following letter has been circulated among the members of the China Association. It may as well be published now instead of waiting till it appears in the proceedings and report of the Association a year hence.

CHINA ASSOCIATION,
31, LOMBARD STREET, E.C.,
and July, 1895.

MY LORD.—The serious attention of this Association has naturally been given to the course of events in the Far East and the probable effect upon British interests of the change implied in the terms on which peace has been arranged.

These terms appear to be less drastic in many respects than had been anticipated. It had been believed that the privilege of residence in the interior, which missionaries have been allowed to assume, would be extended to merchants—at least in certain important cities and ports; and the Committee regret to note the absence of stipulations for the opening of the Yangtze River to the sea, and of the Sekiang into Kwangse which had been assumed to be among the concessions required. Great changes are, however, in prospect. Certain waterways are to be opened. Foreigners are to be allowed to set up machinery for textile and other industries at all open ports and cities; and these conditions may be further enlarged in the Treaty of Commerce and Navigation which remains to be concluded.

It is conceived that these innovations will be fraught with advantage, and be fraught with danger in proportion as they are accompanied by the fiscal and judicial reforms without which foreign residence, free commercial movement, and autonomous re-organisation appear impracticable.

Foreigners cannot be subjected to the present Chinese law nor can they, in justice to the Chinese authority, be permitted to reside, under present conditions, in districts remote from Consular control. It is in the interests of the Chinese themselves, therefore, as well as of foreigners, that an intermediate method should be devised; and the Committee venture to suggest the appointment, in certain provincial centres, of a foreign Consular or judicial officer who may, with a Chinese colleague, constitute a mixed Court for the control of cases in which foreigners are concerned. It would be trespassing on your Lordship's time to burden this letter with a detailed scheme, and the Committee content themselves with making the suggestion in its briefest form. Crude as it may be, the plan of a mixed Court appears to be the best practicable method that has been devised of reconciling diverse systems of law, and the General Committee agree in the opinion held at Shanghai, that the conception might advantageously be strengthened at that important centre of foreign residence.

Mixed Courts, suggested, may, moreover, pave the way for those larger measures of judicial reform which will become increasingly necessary as foreign intercourse extends.

An expedient for facilitating and promoting commercial intercourse with the interior might be found in the creation of native agencies. The Committee venture to recall to your Lordship's recollection a case which gave rise to some comment in Parliament, and which was referred to by your Lordship's predecessor in October 1892. It was a case in which an attempt to establish such an agency at a city, only twelve miles from Canton, was violently frustrated by the Chinese officials. The Committee venture to suggest

that such agencies should be permitted, under conditions which these Courts would supervise. The Imperial Authorities are credited with having, since long ago, that railways are necessary to develop the resources of the country, and that mines might supply the material and the wealth for their construction. But these are enterprises which can only be carried out by associated capital. The Chinese shirk from such association under present conditions; and lack, moreover, the experience necessary for the successful guidance of similar enterprises. They would, it is believed, put capital willingly into Companies under foreign management; but the Chinese legal system is as little adapted, as the administrative system, to grapple with such novel conditions.

Allusion has been made to the exclusion of the Sekiang from the list of waterways which had been anticipated would be opened up. The Committee seem the more remarkable in view of the increased facilities that have been obtained for French trade with Yunnan. It is possible that the point may be recovered for a commercial treaty which is in prospect; but the Committee cannot let the opportunity pass of expressing an earnest hope that, if not by Japanese, then by British influence, the concession will shortly be obtained. They need hardly recall to your Lordship's recollection the appeals made to Her Majesty's Government by the Hongkong Chamber of Commerce and by this Association, in 1893 and on previous occasions, in favour of opening up the great river, which traverses Southern China, to steam navigation, and they take occasion to renew the protest, then made, that the appeal of British merchants for increased facilities for the trade of Hongkong is entitled to weigh at least equally with the efforts of the French Government to facilitate trade with Tonking.

It is obvious, however, the admission of foreign, or even of Chinese, owned steamers on the inland waterways will necessitate reform of the Imperial Maritime Customs. The customs taxation of a vast Empire cannot be suddenly assimilated to that of highly organised European countries which scarcely equal Chinese provinces in area. Taxation collected at the port of entry would, under such a system, be either excessive in its first incidence or inadequate to the financial requirements of the great areas in question. There must be transit dues as well as import dues. But it should not be impossible to regularise the incidence and systematic the collection of these dues. It would seem practicable to effect that purpose by extending the Imperial Maritime Customs Service which might, the Committee conceive, be made a valuable nucleus of reform not only for the inland Customs but for the whole financial system of the Empire. Opposition would, of course, be offered to such reform, by the array of officials who now consider the revenue their natural preserve; but that opposition must be faced and overcome, if any reform at all is to be effected. The interests of the Central Government would be consolidated by the fact that simplification and purification would result in a great augmentation of revenue, without violently altering the lines on which that revenue has been collected. The kernel of the whole difficulty—the evil which lies at the root of official corruption and administrative incapacity—is the inadequacy of the nominal salaries attaching to every Governmental post; and here again the Imperial Maritime Customs Service offers an example of efficiency resulting from reform.

These concessions imply, it will be seen, no encroachment on the authority of the sovereign or the autonomy of the Empire, while they provide a means of introducing the foreign element without which reform and progress appear, from past experience, to be hopeless. Stress is laid on the importance of centralisation; and if reform of the public service does not accompany measures for the centralisation of finance, there is danger that diversion of revenue to Peking will be followed by increased local taxation. It has been surmised that interference with old sources of provincial revenue, involved in the operation of the Imperial Maritime Customs, may have been to a degree responsible for the local taxes which are a source of frequent complaint; and any further action on the same lines might tend to augment that evil.

The Committee are conscious that the political situation may be momentarily unfavourable for the advocacy of large measures of reform. They are conscious also that it differs, in important respects, from previous occasions on which Her Majesty's Government has been in a position to press changes upon the Imperial Authorities. They conceive, however, that Chinese statesmen may, in the near future, be more willing than they have been in the past, to receive advice which may help to extricate them from political and financial embarrassment; and it may be within the power of Her Majesty's Ministers to offer such advice during the course of the commercial negotiations that are yet to be undertaken.

The Committee refrain from commenting further upon the territorial changes which are in progress, because they are conscious that Her Majesty's Government may be influenced by considerations with which they are not familiar. But it is otherwise with questions affecting commercial intercourse. It appears to be the unanimous opinion of those familiar with the situation that the cohesion and existence of the Chinese Empire will be imperilled, unless the Imperial Authority can be led to adopt large measures of administrative reform; and the preponderant share which England possesses in the influence in shaping changes by which commercial intercourse must be profoundly affected. I have the honour to be,

Your Lordship's obedient servant,
R. S. GUNBY,
Hon. Sec. China Association,
The Marquis of Salisbury, K.G.,
Her Majesty's Secretary of State for Foreign Affairs.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by correspondents in this column.)

TO WHOM IT MAY CONCERN.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—Six—On Sunday last for the first time I visited Happy Valley and was astonished to observe the manner in which a number of graves are dug and kept ready for immediate use. I have not been deceived by my visionary power in the case of a portion of a coffin projecting into one of the recently excavated graves, at any rate I found the tombstone foundations of a grave partially subsided into one of these holes, and although a few graves have been placed to prevent its falling off entirely, the next heavy shower of rain will probably cause it to go altogether. Why have graves dug before hand? Are there not a sufficient number of coolies attached to the cemetery to dig a grave on short notice? Even if there is some good object in the system, in view, which I completely fail to appreciate, why should not due care be taken to avoid damage to graves in the immediate vicinity of the deep holes referred to?

Of course, whatever is done does not affect those who have gone, but as I may be laid some day in Happy Valley I write as one who desires to

REQUISITAT IN PACE.
HONGKONG, 16th August, 1895.

THE LOSS OF THE "SOOCHOW."

NAVAL COURT OF ENQUIRY.

Shanghai, August 20th, 1895.

A Naval Court of Enquiry, called at the request of Messrs. Butterfield and Swire, was held at H.B.M.'s Supreme Court to-day to investigate the circumstances connected with the loss of the C. N. Co.'s steamship *Soochow*, which was wrecked in the neighbourhood of the N.E. Promontory on the 13th inst.

The Court was constituted as follows:—

Mr. J. W. Jamieson, H.B.M.'s Acting Vice-Consul (President); Lieut. Edmund F. Talbot, R.N., H.M.S. *Dolphin*; George C. Hennell, R.N.R., Master, P. & O. steamship *Rohilla*; (Members) Mr. E. W. L. Street, R.N., Paymaster, H.M.S. *Dolphin*, Clerk of the Court; Captain White, Marine Superintendent of the C. N. Co., watched the proceedings.

The first witness called was Captain John Richard Cooke, who stated:—I was master of the *Soochow*, of which I had commanded for 20 months. I have been in command as master on the China coast for about 20 years. On the last voyage I started from Chinkiang with a cargo of wheat and rice. We left Chinkiang on the 9th inst. The vessel had four boats. She was provided with steam steering and hand gear. The patent spritfall log. We also had a patent sounding machine, but it had been out of order since the trip before. The vessel had five compasses, one standard, one steering, and two in reserve. They were all in very good order. On the last trip down south, about a fortnight ago, we adjusted them. The deviation was corrected then. We compared the standard with the steering compass every time we altered the course. We did not compare them since the course was altered for the last time. We had sufficient charts and sailing directions on board. We have lost the last by which we were navigating when the ship was lost. When we left Chinkiang our draft was 18 ft. 2 in. forward and 11 ft. 2 in. aft. We had a full cargo, about 30,000 casks. We had 35 of a crew and 17 men in the compressor's staff. We had no passengers. Six of the crew were Europeans.

By Lieut. Talbot:—The officer on watch was responsible, under me, for the course steered. By the President:—We left Chinkiang at 11 p.m. Everything went right with us till we arrived at the Red-Buoy the following day between 11 a.m. and noon. We were discharged the pilot. At 8 p.m. the Shawshan light was dipping. The course then was altered to N. 5 E. and at noon the following day the latitude was 34 deg. 10 min. and the longitude 122 deg. 49 min. All went well till 11.45 a.m. on the 12th, when fog set in, and we had to reduce the engines to half-speed. Going at full-speed the vessel would make about 10 knots. At 2.10 a.m. we stopped and sounded and found 20 fathoms. We then altered the course to E. and at 3.40 a.m. we sounded again and got 25 fathoms. The fog then was getting a little lighter, so I altered the course to N. 45 E. At 4 a.m. it was perfectly clear, so the course was altered to N. At 4.50 a.m. the fog again came on, so I put the engines at half-speed again, having been going at full-speed for 50 minutes. At 6.05 a.m. it got denser and I put the engines at "slow." At 7.40 a.m. I sounded and got 16 fathoms so I altered the course to N. 23 E. I had no means of ascertaining the position except by soundings. When the fog lifted nothing was in sight. At 8.55 we sounded again in 16 fathoms. At 9 the fog cleared away again, so the course was altered to N. 30 W. At 9.30 the fog again came on. The engines were slowed down, and the course was altered to N. 23 E. While the weather was clear we had been going full speed for about 30 minutes. At 10.55 we sounded and got 21 fathoms. At 11.15 we sighted breakers. The helm was put hard-a-port and the engines full speed astern. We were then going slow, but immediately afterwards she took the rocks abreast the foremast on the port side. At 9 o'clock when it was clear for the last time we could see 10 or 12 miles. I estimated the position on the rocks by the soundings, and made it out to be two miles south of the N.E. Promontory. The whistle was going the whole time. There was not a sound of the siren or the guns at the lighthouse the whole time. We struck at a point about a mile from the lighthouse. The wind was calm. I had allowed for the current. I found no northerly set. The chief officer had been on the bridge from 4 a.m. till 8 and the second officer from 8 till the time of striking. The breakers were seen by the lookout and myself at the same time. I had been on the bridge the whole time. I had a position for longitude the day before. We had two chronometers on board which were examined about a fortnight before. After striking the rock, she went ahead and then she hung by the stern. The propeller was broken off. She swung round with her head to the southward; I sounded the bells and found 7 feet of water in the forehold and 5 feet aft. I immediately then got the boats out. The ship was settling down rapidly by the head. I got men into the boats one of which I kept for the others on to the beach. The conduct of the crew was excellent. At 4.13 p.m. I left the vessel when I went ashore and sent a courier to Chiefoo. I left one boat in charge of the second engineer on the spot to see the end of it. There were a lot of native boats around. At 5.20 she heeled over to starboard and went down. The fog lifted about 20 minutes after she struck and the lighthouse-keeper came alongside in a boat and told me he had seen nothing of the vessel till the fog lifted. I think the tide was low, and that when we struck the set of the tide up there was a very strong northerly set. The sailing directions are not to be depended on. The navigation was checked by the chief officer. When the chronometer was examined about a fortnight ago it was rated one second losing. All the courses I have given to the Court are true. I have every reason to believe that the courses I gave were correctly steered. The natives round about the place were friendly. The district magistrate came to the lighthouse and offered to render all the assistance in his power. There was no looting.

By Lieut. Talbot:—I attribute the accident to an unusual set in of the tide. I had steered for 30 miles off the N.E. Promontory, expecting to be set in. The difference between the real and assumed positions of the vessel was about 12 or 13 miles. Mr. J. Baddely, second officer, stated:—I hold an extra master's certificate. I had been six months in the *Soochow*. I was not been previously on the Tientsin line and was not well acquainted with it. I went on watch at 8 o'clock on August 13th. I got the course from the chief officer, N. 23 E. We were then steering that course. The captain was on the bridge at the time. The chief officer did not show me the position on the chart, but I went inside myself and got it. It was foggy, thick, when I went on. The ship was going "slow," which would take us about 4 knots through the water. When we took soundings the fog had not lifted, but it was clearer, so we could see about half-a-mile. After soundings were taken it cleared up. We did not see anything then for about 5 minutes, when we saw the tops of some land, but could not make out properly what it was. The Captain and I saw it about the same time. I had expected to see land about there. When the fog lifted we heeled in to N. 30 W. and went full speed. I remained clear then for about half-an-hour and then it became clear, and again we heeled out to N.N.E., and went slow.

We continued on that course till we struck. Shortly before striking we took soundings and got 22 fathoms. When we saw the land we judged it to be about 25 miles. The three miles hanging low and we could only see the tops. The captain and I took bearings and found the land to be W.S. We could not see anything to the northward. While I was on watch the steam whistle was blowing all the time. When the breakers were first seen they were about 20 yards away. The vessel was going slow. The helm was put hard-a-port and the engines full speed astern. We struck the rock abreast of the foremast but soon after the vessel swung round to the eastward. After striking the well was sounded and the leaking was found to be 7 feet forward and 5 aft. The engineer reported the propeller was off and I went to get the boats out. The vessel lay on her side in a very orderly manner. They were all landed on the beach. The ship soon began to settle down. When the boats returned from the beach I left in the fourth boat. The captain was the last to leave. I saw her slip off the rocks and sink in about 13 fathoms. Every time the course was altered the steering and standard compasses were compared. They differed 5 degrees on the northerly course. The people on shore behaved well. There was no looting on the part of the natives. We did not see the siren of the lighthouse before she struck, but after the strike I heard it. After we got ashore the lighthouse people told us the siren had been constantly going, but I thought it strange that we had not heard it. I attribute to the tide the fact that we were so far out of our position. It was nearly low water. At the time we struck the tide was going with us. When I looked at the chart shortly after 8 o'clock I thought the ship was steering quite a safe course. On my previous northerly trip I had noticed a set-in of some eight or ten miles. I had not a patent sounding machine on board, only deep sea lead. I supposed the lead would be sound. The ship was stopped then, but I did not notice how she was settling by the head.

By Captain Cooke:—We had Bassett's patent sounding machine on board, but it was out of order. The crew of the vessel left sometime after the compressor's staff.

Chiang Sze-yuen, quartermaster, stated:—On the morning the ship was lost I went on watch at 8 o'clock and steered till 12 o'clock. The other quartermaster gave me the course N. 3 E. I kept that course until a few minutes after 9 o'clock when the fog cleared a little and the course was altered to N. 30 W. The captain gave me the new course. We continued on it till about 9.30 when the course was altered to N.N.E., the ship going slow. When the fog lifted I did not see anything. We continued on the N.N.E. course until the lookout man reported there were hills ahead of the ship. I could not see them. It was then after 11 o'clock. After this the orders hard-a-port and full-speed astern were given. I put the helm over and the ship immediately afterwards struck the rock.

The President:—All the time you were on the watch were the captain and second officer quite sober?

Witness:—Yes. After the order hard-a-port had been given the ship's head swung round four points before striking.

On re-examining Wong Ah-wah, lookout-man deposed:—At 10.30 a.m. on the 13th inst. I went on duty forward. It was not very foggy then, but I could only see about two ships' lengths ahead. The ship was going slow. After 11 o'clock the fog became very heavy so that I could not see ahead at all. We had the steam whistle going, and all the time I was on deck I heard no other except our own. I reported to the captain that there was a fog ahead, and the ship was immediately starboarded. This was after 11 o'clock. I heard the sound of water breaking on the rocks, but at that time I could see nothing. It was a couple of minutes afterward that I saw the rocks. I sang out "port-helm, Sir" to the captain, and he said "all right." Just after I saw the rocks I saw the ship, however, had no time to avoid them and she struck in four or five minutes after I made them out. I was excited at the moment and have not a correct idea of what time elapsed. After she struck I assisted in lowering away the boats. I did not hear the lighthouse siren either before she struck or after. While I was on duty the ship stopped for, I think, about 10 minutes, for soundings. All the remainder of the time I was on deck she was going slow.

Captain Hughes, of the s.s. *Chungking* having heard the evidence which was given by Captain Cooke with reference to the set of currents in the neighbourhood of the Promontory, stated:—I have been running on the northerly line for nearly twenty years. After Shawshan for 30 miles, north, and out at about 31 miles an hour, and spring and neap tides. The current depends a great deal on the wind to Stanton Island. I have seen a set of 30 miles in, after a typhoon, from Shawshan. The tides run round the Promontory about 10 miles off. They tally with in an hour or so with what is given in the sailing directions, but they are affected by local winds. The northeast wind affects them most, giving them a set-in towards the coast. Going up in foggy weather we keep about 30 miles away from the Promontory. The chart is not reliable. When giving the Promontory a sheer of 30 miles I would expect to be set in about 15 miles. (Shown the chart marked by Captain Cooke.) I consider the course marked out here by Captain Cooke a safe and proper one. There is a gully of shallower water from 16 to 18 fathoms deep, and to the last of that if you get 30 or 36 fathoms, mud bottom, you may be sure you are 30 miles to the eastward of the Promontory. During fog in that neighbourhood I have only been once lost. That was on the 1st day of the day before I heard it going up. I was 25 miles away from the light house.

L. W. Marsh, chief officer of the *Soochow*, stated:—I had been three days and a half in the *Soochow*, but I had been on the northern run for about four years. On the 13th inst. I was on watch from 4 a.m. till 8. When I went on it was pretty clear. The officer whom I relieved said it had been foggy. The course then was north, and at 4.50, when the fog came down again, we went half-speed. The weather got thicker and at 6.05 we went slow, that is between 4 and 5 knots. At half-speed she would go from 6 to 7 knots. The weather remained about the same all through the watch. At 7.40 we had a cast of the lead and found 16 fathoms, upon which we altered the course to N.N.E. by the standard compass. I wrote up the deck log at the end of my watch and copied the position at noon the day before with the captain. I got two miles to the eastward of the position found by him. We hardly had any wind at all. When the ship struck I was in my bunk. I rushed on deck, went with the carpenter to sound the bells and having found what water she had made, I went to look after the boats. After the ship struck the conduct of the crew was very satisfactory. The people on shore treated us well.

John Mitchell, chief engineer of the *Soochow*, deposed:—I had been about a month on board the steamer. On the 13th inst. I was on watch from 8 a.m. till noon. The ship was going slow, that is about 4 knots an hour, when I went on watch. At 8.15 I got the signal to stop. We were stopped for 5 minutes and then went full-speed, that is about 10 knots. We were going full speed till 9.30 when the speed was

reduced to slow. At 10.55 we stopped again; and at 11.05 went slow ahead. At 11.15 we got "stop" and then almost at the same moment "full-speed astern." It did not take more than 30 seconds to put her from "slow" to full-speed astern. She struck almost immediately. I felt that the ship touched something. Then either the propeller carried away or the shaft broke. I found out afterwards that the shaft had broken, so I stopped the engines immediately and rang the telegraph to intimate to the captain that I was powerless. I also sent a message by the second engineer to the same effect. I sent the third engineer to examine the tunnel. He reported it was right. The conduct of the firemen after the accident was extremely satisfactory.

Captain Cooke, recalled, stated:—During the voyage I had every reason to be satisfied with the engines. The chronometers were set about a fortnight before the accident. We rated them every time we were in Shanghai.

This being all the evidence adduced, the Court after an hour and a half's adjournment, rendered the following finding:—

Finding and order of a Naval Court held at H.B.M.'s Consulate-General, Shanghai, on the 20th day of August 1895, to investigate the circumstances attending the loss of the British steamship *Soochow* of London, official No. 1884, which occurred on the N.E. Promontory, Shanghai Province, on the 13th day of August, 1895.

It appears from the evidence given before the Court that the *Soochow* was a screw steamship owned by the China Navigation Company of London. She had five compasses, one standard on the upper bridge, one steering on the upper bridge, one in the wheelhouse and two in reserve. She was under the command of Mr. John Richard Cooke, who holds a certificate as master and had a crew of 56 hands together with a compressor's staff of 17. Her draught of water forward was 18 ft. 2 in., and 11 ft. 2 in. aft.

She left Chinkiang on the 9th August at 11 p.m. with a cargo of wheat and rice bound for Takai Bay. On the 12th of Aug. at 2 a.m. the weather became foggy and the engines were put at half-speed. Thenceforward frequent soundings were taken and speed and course duly altered in accordance with the state of the weather. At 11.15 a.m. breakers were sighted, the helm was put hard-a-port and the engines full speed astern. A minute or two afterwards she took the rocks striking them abreast the foremast; subsequently, at 5.30 p.m., slipping off and sinking in 13 fathoms.

The Court having regard to the circumstances above stated finds as follows:—

(1)—That the master appears to have navigated his vessel in a careful manner and to have taken proper precautions to enable the ship to pass at a safe distance off the land.

(2)—That the fact of the vessel going ashore is to be attributed to the influence of a strong north-westerly current, which under the circumstances one would not expect to find.

(3)—That the officers and crew appear to have conducted themselves in a proper manner. (4)—That every attention and courtesy was shown by the Chinese resident in the neighbourhood of the spot to the shipwrecked crew where the ship struck.

(5)—That the Court desires especially to direct attention to the fact that the siren attached to the N.E. Promontory lighthouse would appear in foggy weather to be absolutely inaudible, seeing that the *Soochow* was within a mile radius of the lighthouse for at least 20 minutes without hearing any sound.

The expenses of the Court, fixed at £5. 3. 0 are approved.

Dated at Shanghai, this 20th day of August, 1895.

(Signed) J. W. JAMIESON, President of Naval Court, Acting Vice-Consul.

E. F. TALBOT, Lieut. R.N., G. C. HENNELL, Master P. & O. Members.

J. S. ROHILLA, s.s. *Rohilla*.

At the close of the proceedings, the President addressing Captain Cooke, said:—I have much pleasure, Captain Cooke, in handing back your certificate, along with those of your officers.

THE HONGKONG GOVERNMENT GAZETTE.

[Saturday, 24th August, 1895.]

GOVERNMENT NOTIFICATIONS:—

No. 363.—States that the new Rating Ordinances will come into effect from 1st October, 1895.

No. 364.—Contains the full text of Ordinances 18, 19, 20 and 21 of 1895.

No. 365.—Contains particulars and conditions of sale of marine lots No. 273 to be held on Monday the 6th September, at 3 p.m.

No. 366.—Gives particulars of alterations in the marking of the Central Railway of Hongkong Harbour.

No. 367.—Hydrographical information in 78 Fomosa, the Bay of Beugal and Foochow.

IN BANKRUPTCY:—

In the matter of the Kwong Wing On Firm, and Chan Yuen Chan Ying and Ma Tsun, partners in the said firm.

Notice is given that the above named debtor was adjudicated Bankrupt on the 24th inst.

In the matter of the Estate of Kwok Po Shao, deceased, formerly carrying on business as cattle dealer and butcher in Hongkong under the firm names of Kam Hing and Tui Hing. Notice is given that an order has been made for the administration of the estate of the above-named.

FOREIGN ATTACHMENT:—

In re Lee Pang Cho, writ returnable in Original Jurisdiction on 4th proximo.

The *Gazette* also contains the usual list of unclaimed telegrams lying in the Telegraph Office, the post office list of *Poste Restante* correspondence, and list of Letters, &c. for merchant vessels, for which see our shipping column.

SHIPPING AND MAIL NEWS.

MAILS DUE:—

Canadian (*Empress of India*) to-morrow.

German (*Oldenburg*) 28th inst.

American (*City of Peking*) 30th inst.

American (*China*) 3rd prox.

Tacoma (*Euandala*) 3rd prox.

Tacoma (*Victoria*) 14th prox.

Aggregating 14,441 tons register.

ARRIVALS:—

From 6 p.m. Saturday to 6 p.m. to-day.

Chiang Hya Teng, steamer from Singapore, Kwangloong, Canton.

Chang-shing, Canton.

Whampoa, Canton.

Yeh, Canton.

Holow, Canton.

Para-Nang, Canton.

Paoting, Canton.

Relie, Canton.

Chang-shing, Canton.

Nob, Canton.

Aggregating 14,441 tons register.

DEPARTURES:—

For Singapore, Canton.

For Canton, Canton.

For Singapore, Canton.

For Canton, Canton.

For Singapore, Canton.

For Canton, Canton.

For Singapore, Canton.

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above COMPANY will be held at the COMPANY'S Office, No. 9, PRINCE STREET, on THURSDAY, the 29th August, 1895, at a clock in the Afternoon, when the Subjoined Resolution, which was passed at the Extraordinary General Meeting held on the 12th August, 1895, will be submitted for confirmation as a Special Resolution:—

"That the Capital of the Company be Reduced from \$1,000,000, divided into 20,000 Shares of \$50 each, to \$500,000, divided into 10,000 Shares of \$50 each, and that such reduction be effected by cancelling Capital which has been lost or is represented by available assets to the extent of \$40 per Share on each of the 1,417 Shares which have been issued and are now outstanding, and by reducing the nominal amount of all the Shares in the Company's Capital from \$50 to \$10 per Share."

Dated the 12th August, 1895.
SHEWAN & Co.,
General Managers.

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the MEMBERS of the CLUB will be held in the CLUB HOUSE on THURSDAY, 29th August, 1895, at 4 P.M., for the purpose set forth in the Notice posted in the HALL of the Club.

By Order,
C. H. GRACE,
Secretary.

Hongkong, 21st August, 1895.
THE PUNJON MINING COMPANY, LIMITED.

NOTICE is hereby given that a MEETING of the DIRECTORS of this Company will be held at the COMPANY'S Office, Consulate House, Queen's Road Central, Victoria, Hongkong, on FRIDAY, the 2nd August, 1895, a FINAL CALL of TWENTY-FIVE CENTS PER SHARE was made upon All Members holding Ordinary Shares of the Company, and that the same will be PAYABLE to the SECRETARY at the Office of the Company aforesaid, or to Messrs. SMYKE & Co., the Company's Agents at Singapore, on or before TUESDAY, the 3rd September, 1895.

And Notice is also given that, in accordance with Clause 24 of the Company's Articles of Association, if the Sum Payable in respect of any Call be not PAID on or before the said 3rd September, 1895, the Holder for the time being of the Share in respect of which the Call shall have been made shall Pay Interest for the same, at the rate of TEN DOLLARS per Centum per Annum, from the said 3rd September, 1895, to the time of the actual Payment.

SHAREHOLDERS are requested to note that SCRIP must be sent in when Paying Calls, in order that such Payments may be endorsed thereon.

By Order of the Directors,
JAMES B. DUNCAN,
Secretary.

Hongkong, 2nd August, 1895.
NOTICE.

ALL BRITISH SUBJECTS wishing to become MEMBERS of the HONGKONG BRANCH of the

NAVY LEAGUE are invited to communicate with the Under-Secretary at his Office No. 15, Queen's Road.

E. W. MITCHELL,
Hon. Secretary, pro tem.
Hongkong, 23rd August, 1895.

WANTED.
A NURSERY GOVERNESS, to look after THREE CHILDREN, instruction to be given to the eldest one.

For terms, &c., apply to
X 12,
c/o Hongkong Telegraph Office.
Hongkong, 19th August, 1895.

THE PHARMACY.
SPRAY PRODUCERS.

CUT GLASS BOTTLES,
SELIZOGONES,
MANICURE REQUISITES,
PINAUD'S PERFUMERY and TOILET WATERS,
TONIC KOLA WINE,
GOLDEN MALTEX,
FARINA'S EAU DE COLOGNE.

Sole Agents for "TANSAH" the popular Table-Water which contains 8 per cent. mineral carbonate than that from any other Chalybeate Spring.

FLETCHER & Co.,
and
CARMICHAEL & Co., Ltd.
Hongkong, 12th July, 1895.

MR. CHADWICK KEW,
(LATE OF POATE & NOBLE).

HAS OPENED his Dental Rooms at No. 62, QUEEN'S ROAD CENTRAL, a few doors from Messrs. GAUPP & Co.

Thoroughly permanent, from \$1.00 upwards. CROWN and BRIDGEWORK inserted and TEETH EXTRACTED.

PLATES A SPECIALTY.
Hongkong, 7th June, 1895.

TO SHIPMASTERS.
STEAM WATER-BOAT COMPANY.

THE Under-Secretary are prepared to SUPPLY on shortest notice any quantity of PURE FRESH FILTERED WATER for both DECK and HOLDERS.

The only Company in Hongkong exclusively Supplying FILTERED WATER.
Despatch Guaranteed. Call "W."

J. W. KEW & Co.,
14, PRINCE CENTRAL.
Hongkong, 17th November, 1894.

BUSINESS NOTICE.
COAL MERCHANTS and CHARTERERS.

No. 44, PRINCE CENTRAL.

THE Undersigned having started in Business as

COAL and TEA MERCHANTS, STEVEDORES and STOREKEEPERS,

are prepared to Supply Steamers with COAL STORES, &c., &c., at moderate prices and respectfully solicit the Patronage of the Shipping Community.

WING CHEONG & Co.,
No. 44, PRINCE CENTRAL.

CHUN WING TONG,
Managing Partner.

A YON,
Business Manager.
Hongkong, 1st August, 1895.

Intimations.

EVER INCREASING SUCCESS

ENTIRELY DUE TO

EXCELLENCE OF QUALITY.

GLYCERINE AND CUCUMBER.

An absolutely non-poisonous, wonderfully refreshing, health-giving preparation for the skin.

NOT A COSMETIC.

MAKES THE OLD YOUNG!

THE YOUNG YOUNGER!!

HAIR DRESSINGS
HAIR LOTIONS
HAIR DYES AND RESTORERS.

WATKINS & CO.,

APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong.

THE CLUB HOTEL,
5, BUND, YOKOHAMA.HOTEL METROPOLE,
1, TSUKUJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of missing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

C. T. BENNEY, Manager,
YOKOHAMA.L. DEWETTE, Manager,
TOKYO.

SIEN TING,

SURGEON DENTIST,

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1894.

DENTISTRY.

FIRST CLASS WORKMANSHIP

AND

MODERATE FEES.

MR. WONG TAI FONG,

Surgeon Dentist,

(Formerly assisted by Dr. Rogers),

HAS REMOVED

TO

THE BANK BUILDINGS,

QUEEN'S ROAD,

(Opposite Hongkong Hotel).

CONSULTATION FREE

Hongkong, 27th July, 1895.

HONGKONG TIMBER

YARD, WANCHAI.

OREGON PINE SPARS and LUMBER

Always on Hand.

L. MAL' ORV

Hongkong, 24th June, 1895.

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "AFRIDI"

FROM GLASGOW, LIVERPOOL,

MIDDLESBROUGH AND STRAITS.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their

risk into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, at

Kowloon, whence and/or from the wharves

delivery may be obtained.

Optional Cargo will be forwarded, unless

notice to the contrary be given before 5 P.M.

TO-DAY.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 2nd proximo, will be subject

to rent.

All Claims against the Steamer must be pre-

sented to the Undersigned on or before the 2nd

proximo, or they will not be recognized.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined on the 2nd proximo, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL, CARILL & Co.,

Agents.

Hongkong, 24th August, 1895.

"GLEN" LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON AND

STRAITS.

THE Steamship "GLENSHIEL"

having arrived from the above Ports, Consignees

of Cargo by her and hereby informed that their

Goods are being landed at their risk into the

Godowns of the Hongkong and Kowloon Wharf

and Godown Company, Limited, at Kowloon,

whence delivery may be obtained.

Cargo remaining undelivered after the 30th

inst. will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims

for damages and/or shortages not later than the

5th proximo, otherwise they will not be recog-

nized.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 23rd August, 1895.

NORTHERN-PACIFIC-STEAMSHIP

COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "STRATHNEVIS,"

FROM TACOMA, VICTORIA, YOKOHAMA

AND KOBÉ.

THE above Steamer having arrived, Con-

signees of Cargo are hereby requested to

bring their Bills of Lading for countersigna-

ture, and to take immediate delivery of their

Goods from alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk and

expense.

DODWELL, CARILL & Co.,

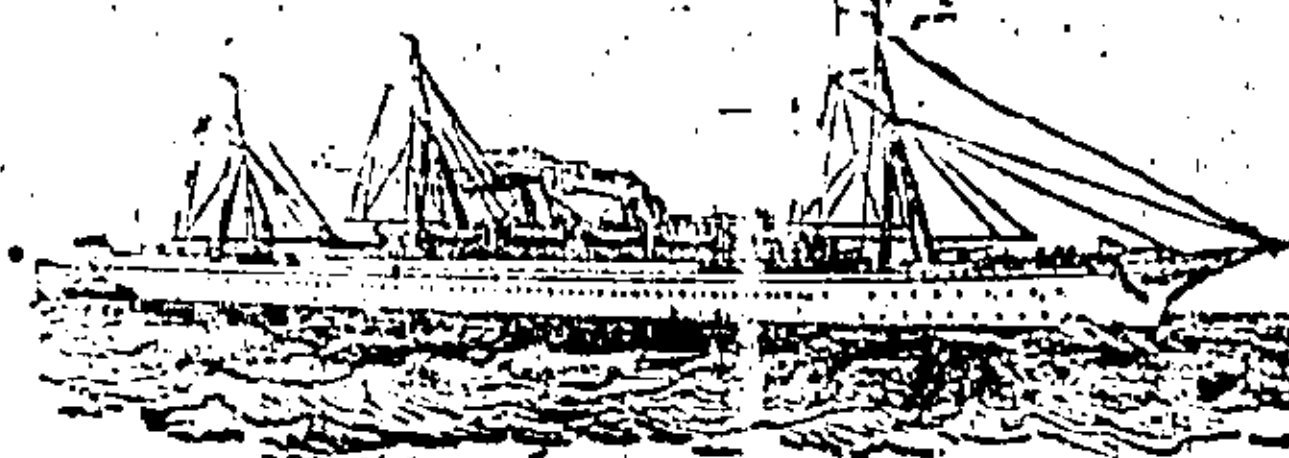
Agents.

Hongkong, 21st August, 1895.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1895.



1895.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 4th September.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 2nd October.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 30th October.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddis Street.

HONGKONG, 14th August, 1895.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA, AND

EUROPE;

VIA

THE OVERLAND RAILWAYS

AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Amoy, Nagasaki, Kobe, Inland Sea, and Yokohama) ... Tuesday, 27th August, at Noon.

Bulger (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... Saturday, 28th Sept., at Noon.

Coptic (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... Thursday, 17th Oct., at Noon.

THE Steamship

"GAELIC"

will be despatched for SAN FRANCISCO, via

NAGASAKI, KOBÉ, INLAND SEA AND

YOKOHAMA, on TUESDAY, the 27th August,

at Noon. Connection being made at Yokohama

with Steamers from Shanghai.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at Honolulu

and passengers are allowed to break their

journey at any point en route.

Through Passage Tickets granted to England,

France and Germany by all trans-Atlantic lines

of Steamers, and to the principal cities of the

United States or Canada. Rates, and particu-

lars of the various routes may be obtained

upon application.

Special rates (First-class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic and Civil Services, to European

Officials in service of China and Japan, and to

Government officials and their families.

Passengers who have paid full fare, re-embark-

ing at San Francisco for China or Japan (or vice

versa) within one year, will be allowed a dis-

count of 10 per cent. This allowance does not

apply to through fares for China and Japan

to Europe.

All PARCEL PACKAGES should be marked to

address in full; and same will be received at

the Company's Office until FIVE P.M. the day

previous to sailing.

Consular Invoices to accompany Cargo des-

tined to Ports beyond San Francisco, in the

United States, should be sent to the Company's

Office in Sealed Envelopes, addressed to the

Collector of Customs at San Francisco.

For further information as to Freight or

Passage, apply to the Agency of the Company,

No. 7, PRINCE CENTRAL.

J. S. VAN BUREN, Agent.

Hongkong, 26th August 1895.

NOTICE.

THE BEST PREVENTIVE OF ALL

INFECTIOUS DISEASES.

J. EYES

FLUID

THE BEST

DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY

ITS USE.

W. G. HUMPHREYS & Co.,

Bank Buildings,

Hongkong, 1st March, 1895.

Mails.

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First-class Table, DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK \$350.

The Railroad "traveling" is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passen-

gers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Ports on application. Special rates allowed to members of Govern-

ment Services.

PROPOSED SAILINGS FROM

HONGKONG.

(SUBJECT TO ALTERATION.)

Strathnevis ... 3,574 | Tuesday ... | Aug. 27.

Victoria ... 3,167 | Tuesday ... | Sept. 17.